

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact	Reference Source (Appendix A)
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				X	C, R
h) Place within a 100-year flood hazard area improvements which would impede or redirect flood flows?				X	C, R
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				X	K, O, R
j) Inundation by seiche, tsunami, or mudflow?				X	K, O

Existing Setting: (Incorporated background information provided in the Deer Creek 2 Final EIR):

Nevada City is located within the Yuba River Watershed on the western slope of the central Sierra Nevada in western Nevada County. Little Deer Creek is a tributary to Deer Creek, which is a perennial watercourse that flows from Scott's Flat Reservoir, east of Nevada City, approximately 17 miles to the confluence of Lake Wildwood. Beneficial uses for Deer Creek include: municipal and domestic water supply, irrigation, stock watering, power, primary and secondary recreation, coldwater habitat, spawning habitat, and wildlife habitat. Deer Creek, and many of its perennial tributaries, supports resident populations of Rainbow Trout. Little Deer Creek is Nevada City's primary water source. There are no Housing Element policies or programs that would create direct impacts on these water resources.

Failure of the Scott's Flat Dam, located to the northeast, could flood areas of Nevada County east of Nevada City. Inundation is a result of dam failure and would most likely be the result of an earthquake. Scott's Flat Reservoir is fed by and drained by Deer Creek, which is located east of Nevada City. The elevation of Scott's Flat Reservoir is approximately 3,000 feet above sea level, whereas Nevada City ranges is approximately 2,500 feet above sea level.

Since Scott's Flat Dam exist is not located within an historical seismic zone and since Nevada City is within the lowest earthquake intensity zone in California, the risk associated with inundation is considered low.

Candidate R3 Parcel setting. None of the seven sites are located along perennial water sources. For the most part the sites are relatively flat. Where water resources are present (site 1 and possibly site 7) City development standards in the form of setbacks will mitigate any adverse impacts. None of the seven sites are within Zone A, 100 year flood plains as defined by the Federal Emergency Management Agency's Flood Information Rate Maps (FIRM).

Impact Discussion:

8. a ,b All uses within the City of Nevada City are required to connect to a public water source. Public water is provided by the City and the Nevada Irrigation District. Those entities are under the control of Water Resources Control Board. As a result, residential development within the City would not directly violate potable water quality standards.

The City of Nevada City has minimum impervious lot coverage standards established for residential projects within Section 17.80.130 of the Zoning Code. These standards require that the maximum lot coverage standards not exceed 50 percent. Commercial projects can cover a maximum of 85 percent of the lot area. The Housing

Element will not change these standards. The new R3 zone, however, proposes a maximum 80 percent lot coverage. As noted throughout, the additional acreage projected to be needed for R3 zoning during the 2009-2014 Housing Element cycle is minimal. The lot coverage on the new R3 lands will more than likely change from 50 to 80 percent, a minor change cumulatively. This level of impervious surfacing is expected to be minimal and aggregate runoff will be below significant levels. During project construction, storm water runoff could contribute to the degradation of water quality in the onsite and downstream water features, due to potential construction-related erosion and sedimentation. Impacts related to the degradation of water quality would be reduced to a level that is less than significant with implementation of best management practices provided as part of site plan and grading plan review.

4c-f. The adoption of the Housing Element and related implementation programs would not directly impact surface waters or storm water flows. All projects are required to include drainage designs that minimize surface water flows. All projects are also required to design on-site detention basins to regulate storm water flows in accordance with state standards.

4.g, h The FIRM for the City of Nevada City (Panels 369E, 0632 and 060210) prepared by FEMA shows all of the residential lands with the exception of those lands along Deer Creek and Little Deer Creek within Zone X, "outside the 500-year floodplain." Because there are no known floodplains on residential property and no lands will be planned to accommodate residential uses within designated flood plains, the adoption of the Housing Element would not result in the construction of any structures that could be exposed to flood hazards.

4i. The Housing Element and implementing programs would not result in direct or indirect impacts to a levee or dam, and would not substantially contribute to storm water flows near a floodplain.

4j. The Housing Element and implementing programs would not cause mudflows or contribute substantially to runoff that could trigger mudflows.

Impact Conclusion: The adoption of the Housing Element and related programs would not result in significant impacts on hydrology and water quality and no mitigation measures are recommended.

9. LAND USE & PLANNING – Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact	Reference Source (Appendix A)
a) Physically divide an established community?				X	D
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?				X	D
c) Conflict with any applicable habitat conservation plan or natural community conservation?				X	D

Existing Setting:
Founded in 1850 and incorporated April 19, 1856, Nevada City was a gold-mining community consisting mainly of tar-paper shacks and tents. The present City limits are approximately two square miles, which is twice the size of

the original incorporated city. At the center is the historic core, largely composed of a mixture of general business and public uses. Clustered around the core are several residential neighborhoods. Further out from the core there is a mixture of newer residential areas with large estates and a few pockets of non-residential uses. The most important of these pockets is the Searls-Zion mixed residential and commercial area.

Nevada City is an important economic hub for western Nevada County, with many skilled jobs available because of local employers, such as the Nevada County government, Nevada City School District, Gold Flat Industrial Park businesses, Providence Mine Industrial Park and office complex businesses, Seven Hills Business District businesses, plus businesses in the City's renowned downtown Historical District.

Candidate R3 Parcel setting

Map Location	Address	Surrounding land uses	Comments
1	641 W. Broad Street	The 1.22 acre site is vacant and constitutes an infill development that is bordered by co-housing to the north, residential uses to the east across West Broad Street, a four unit apartment complex to the south and a single family dwelling to the west across Roger Williams Ravine.	This site is located along West Broad Street and development at R3 densities would be compatible with other uses and the R2 zoning in the area.
2	601 Searls Avenue	The .8 acre site is vacant and constitutes an infill development that is bordered by commercial development to the north, Hwy 49 freeway to the east, residential uses to the south and multiple family residential uses across Searls Avenue to the west.	Searls Avenue south of Argall Way contains a mixture of residential and commercial uses. All lands to the west and south are zoned R2 or used for single and multiple family dwellings. The land to the north is zoned and used for light industrial. Zoning this site to R3 would not create a land use compatibility problem with surrounding land uses and zoning.
3	646 Searls Avenue	The one acre site is developed with a single family dwelling and constitutes an infill development. It is bordered by multiple-family development to the north, residential uses across Searls Avenue to the east, a number of single family dwellings to the south and commercial uses to the west.	This parcel borders lands zone R2 on two sides. Lands to the north are and west are zoned LB. R3 zoning of this site would be compatible with surrounding land uses and zoning.
4	726 Searls Avenue	The 1.7 acre site is a vacant infill site that is bordered by several single family homes within Perseverance Mine Road and Mine Rock Road to the north, residential uses across Searls Avenue to the east, a professional office with two detached buildings to the south and a mobile home park to the west.	This site is presently zoned OP. The OP zone allows multiple family uses with a use permit at R2 densities. Lands to the north and zoned R2, land to the east is zoned OS, land to the south is zoned OP and the land to west is zoned LB. R3 zoning of

Map Location	Address	Surrounding land uses	Comments
			this site would be compatible with surrounding land uses and zoning.
5	170 Ridge Road	The 4.59 acres site is vacant. To the north are two single family homes and two professional office buildings, to the east is Searls Ave and the Gold Flat/Ridge Road freeway interchange with Hwy 49, to the south is Ridge Road and the Presbyterian Church, and to the west are a number of professional offices across Zion Street.	Lands to the north and west across Zion Street are zoned OP and LB. Land to the east is zoned OS and the church property across Ridge Road to the south is zoned R1. R3 zoning of this site would be compatible with surrounding land uses and zoning.
7	210 Providence Mine Road	This 6 ¼ acre site is part of Parcel C (12.76 acres) of the Final Subdivision Map for the Nevada City Technology Center. Lands to the north are part of the Nevada Technology Center and all other surrounding lands are in an undeveloped open space character. Providence Mine Road forms the immediate southern boundary of the site.	Land to the north east and west is zoned LI. The parcel to the south is located within the unincorporated area of Nevada County and zoned RA. R3 zoning of this site would be compatible with surrounding land uses and zoning.
8	840 Nevada Street	This 1.13 acre site is arrow shaped with 400 feet of frontage on Nevada Street and approximately 500 feet of frontage on Highway 20. State Highway 20 is to the north and west, the parcel to the east across Nevada Street is developed with one single family dwelling and the property to the south is developed with four single family dwellings.	Lands to the east are zoned R1, lands to the south are zoned LB and land across Highway 20 is in the unincorporated area of Nevada County and zoned RA. R3 zoning of this site would be compatible with surrounding land uses and zoning.

Impact Discussion:

1.a There is nothing in the draft Housing Element or any of the implementing programs that would result in dividing an established neighborhood. The Housing Element and implementing programs along with the rezoning of several sites to the new R3 zone would not result in creating any new land uses that would be incompatible with or change existing and planned land uses. The proposed R3 zone district includes standards to maintain land use compatibility while meeting state law requirements for a ministerial approval process.

1.b The Housing Element is a planning document designed to address the City's housing needs over the 2009-2014 planning period. As a policy planning document, it reinforces principles of sustainability, compact development and mixed-use development reflected in the City General Plan and Zoning Ordinance. Policies and implementing programs will provide a foundation for developing a full range of opportunities to meet the affordable housing needs for a variety of special housing needs. In addition to the adoption of the Housing Element, the City is embarking on a site evaluation process to select several sites that are suitable for the new R3 zoning. The element includes the evaluation of seven candidate parcels (totaling approximately 13 acres) for potential rezoning to R3. All seven sites are infill parcels or logical extensions of development, most of which are

surrounded by existing development. All have access to public water and sewer services and all front on existing City streets. As proposed, only a minimum of 3.1 acres is proposed, but, could be more depending on HCD review and final city action to fulfill the Very Low and Low income housing allocation. It is expected that there will be several smaller sites (approximately 1 acre in size). These sites will be distributed to avoid concentration on one site.

Providing LI, light Industrial zoned land as a suitable location for the full range of homeless housing facilities will not create a conflict with surrounding low intensity light industrial areas. Most such uses are areas are conducted inside buildings. Truck traffic and noisy operators are uncommon.

1.c. Due to the compact nature of Nevada City, there are no longer larger intact natural resource areas except for lands bordering Deer Creek and Little Deer Creek. This compact, small town form, however, has resulted in the maintenance of vast areas of low intensity development and open space on lands immediately bordering the City. Since the Housing Element and its implementing actions primarily focus on in-fill sites, which are zoned for residential and other urbanized uses, the impacts on natural resources is minimal.

Impact Conclusion: The adoption of the Housing Element and related programs would not result in significant land use and planning impacts and no mitigation measures are recommended.

10. MINERAL RESOURCES – Would the project result in:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact	Reference Source (Appendix A)
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X	D
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X	D

Existing Setting:

Nevada City was formerly known as Deer Creek, Dry Diggins and Caldwell's Upper Store. It was first settled in 1849 during the California Gold Rush and by 1850 had become the most important and well known mining town in California. Along with its larger, southerly adjoining sister city, Grass Valley, this Sierra Foothill region became the leading gold mining area in the state. While there are many abandoned mines in Nevada City, none are in operation today.

Candidate R3 Parcel setting. As noted throughout, sites 1 and 8 were subject to placer mining in the 1850s. While there were many mines in Nevada City, none are currently in operation. Federal funds were used to clean up a number of sites over the past ten years.

Impact Discussion:

10.a,b While there were a number of active mines in Nevada City, there are no operating mines at present. To the extent that there may be valuable minerals present, the City's General Plan no longer accommodates mining as an intended use. Generally, the City General Plan accommodates a full range of housing, commercial, employment, institutional and parks/open space uses. To the extent that there might be lands containing important minerals, those values have been forgone within the City.

Impact Conclusion: The adoption of the Housing Element and related programs would not result in significant impacts on mineral resources and no mitigation measures are recommended.

11. NOISE – WOULD THE PROJECT RESULT IN:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact	Reference Source (Appendix A)
a) Exposure of persons to or generation of noise levels in excess of standards established in the local General Plan, Community Plan or noise ordinance, or applicable standards of other agencies?			X		D
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?				X	D
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			X		D
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			X		D
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X	D
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				X	D

Existing Setting:

A variety of sources and levels of noise are found in and around Nevada City. Sources of urban noise include traffic, aircraft, construction, manufacturing and other mechanical noise and noise associated with concentrations of people. Nevada City is relatively quiet. The only real noise source is traffic on City streets and the two highways that traverse the City.

Impact Discussion:

11. a—d The General Plan accepts the “normally acceptable” range within the Land Use Compatibility Chart established by the California State Office of Noise Control. It also directs that project environmental review incorporates this criterion. The Draft Nevada City 2009-2014 Housing Element is designed to address the projected housing needs of current and future City residents. With the exception of minor changes in land use and zoning to accommodate the City’s fair share of Very Low and Low income household through rezoning to R3, there will be no changes in the land use pattern of the City. As noted throughout, several smaller properties would be rezoned to R3, thereby not resulting in a significant change in the ambient noise conditions. The actual potential change from existing R2 and OP zoned lands will be negligible.

11. e, f The City of Nevada City is located beyond two miles of the Nevada County airport and is therefore not within the land use planning area for that airport. In addition, there are no known private airstrips in proximity to Nevada City.

Impact Conclusion: The adoption of the Housing Element and related programs would not result in significant impacts on the noise environment within the City of Nevada City and no mitigation measures are recommended

12. POPULATION & HOUSING – Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact	Reference Source (Appendix A)
a) Induce substantial population growth in an area, either directly (i.e. by proposing new homes and businesses) or indirectly (i.e. through extension of roads or other infrastructure)?				X	D, Z
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X	D
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X	D

Existing Setting:

Nevada City's current population is about 3,000. Nevada City's population continues to grow at a slow pace in comparison to Nevada County and neighboring communities. Due to limited availability of vacant land in the City, projected growth is expected to continue at a similar slow pace through 2014. The population is evenly distributed between males and females with a median age of 43.5 years old. The largest age range in Nevada City was in the 45-54 age bracket. The population is primarily white with over 95 percent representing themselves as having a white ethnic origin.

In 2009, Nevada City had 1,414 occupied housing units. This is 101 more households than in 2000. In 2000, there was an average of 2.14 persons living in these units. There has been a trend since 2000 of a decrease number of persons per housing unit with 2009 being 2.04 according to the State Department of Finance. In both owner and renter population, over 70 percent of the housing units consisted of two or less persons per household.

Impact Discussion

12.a The population increase projected by the California Department of Finance to the year 2014, (within this Housing element cycle) estimates that the total population for the City of Nevada City to be approximately 3,114 persons. This population projection constitutes a 55 person increase over 2008 population of 3,074. The impact of rezoning several acres to R3 would be negligible on population increase for this housing cycle. In combination with the development of additional second units, there may be some incremental growth pressure. With limited exceptions, all lands within the City are served with sewer, water and roads. Very few sites require a sewer or water line extension in order to be served. Such extensions would not result in growth inducing impacts beyond the level of development planned in the City's general plan.

12.b, c. The Housing Element would not result in displacing people. Instead it places great importance on retaining existing residential units and encouraging the rehabilitation of units to maintain affordability instead of demolishing older units. In addition, the Element requires the review of any remodel that expands the size by more than 25 percent. Furthermore, the Housing Element expands housing opportunities for lower income household through the zoning of several acres for R3 densities.

Impact Conclusion: The adoption of the Housing Element and related programs would not result in significant impacts on population and housing within the City of Nevada City and no mitigation measures are recommended.

13. PUBLIC SERVICES – Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental services and/or facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services?

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact	Reference Source (Appendix A)
a) Fire protection?			X		B, F
b) Sheriff protection?			X		F
c) Schools?			X		
d) Parks?				X	B, F
e) Other public facilities?				X	F

Existing Setting:

For a small City, Nevada City provides a full range of services for its residents and visitors. Police protection within the City is provided primarily by the Nevada City Police Department. The Nevada City Police Department is located at City Hall and has 10 employees, including the Chief, one lieutenant and one sergeant (who also function as detectives), six patrol officers, and one record clerk. Dispatch and detention facilities are provided under contract by the Nevada County Sheriff's Office.

The Nevada City Fire Department and the Nevada County Consolidated Fire District provide fire protection services through a mutual aid agreement to the City and its sphere of influence. These two agencies coordinate operations, including emergency response, resource deployment and station operation and staffing, to provide coverage in the City, the sphere and beyond. Both agencies are parties to the Nevada County Fire and Emergency Services Joint Powers Agreement (JPA).

Nevada City owns and operates one large park and several small ones. The City's premier facility is Pioneer Park, a 15 acre multi-use area. The park includes two multi-use fields for softball, tag football, soccer, and informal play), Little League field, two tennis courts, public swimming pool, children's playground, basketball courts, volleyball court, two picnic areas, horseshoe pits, band shell, memorial grove, and community meeting hall (Seaman's Lodge).

Calanan Park, at Broad and Union Streets has historic displays and benches, primarily used by visitors to the downtown area. Robinson Plaza, another small park on Union Street, features historic displays and public conveniences. The City also has approximately four trails and one large open space in Deer Creek Environs. It also recently acquired the 35-acre Hirschman's Pond and the adjacent 50 acres of City-owned trails in the new Indian Trails residential development into the City's amenity and recreation facilities is underway and will continue.

Candidate R3 Parcel setting. In total, the seven candidate sites would result in a potential of 128 additional units over the planned amount. Based on the need for several acres of land to be zoned R3, the actual increase is estimated to be approximately 28-40 units (see table under item 3 General Plan amendment and rezone under the project description). These "additional" units would be disbursed on several small sites. Given the capacities of the various service entities, this increase would be inconsequential.

Impact Discussion:

13.a—e. As noted in 12.a, above the Housing Element should not substantially affect growth rates above the level already projected by SPO based on projections by the State Department of Finance. While incremental increases

in service will be necessary to serve new development, the Housing Element should have no significant impact on services. The City of Nevada City is a full service City providing fire, police, parks. Additionally, the City has adopted development mitigation fees for parks, fire protection, police protection and roads to mitigate the cumulative impact of development on these services. In addition local schools also have adopted mitigation fees in accordance with state law. All new projects including ministerial projects are required to pay these fees. Thus, impact from implementation of the Housing Element is expected to be less than significant.

Impact Conclusion: The adoption of the Housing Element and related programs would not result in significant impacts on public services and no mitigation measures are recommended. As noted above, for the most part, mitigation fees are collected for all services as new development occurs.

14. RECREATION –

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact	Reference Source (Appendix A)
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				X	A, E
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				X	A, E

Existing Setting: See discussion above under item 13.

Impact Discussion:

14.a, b. The Housing Element is designed to address existing and future housing needs in the City of Nevada City. Residential development increases the need for recreational facilities. Pioneer Park is Nevada City's major park and recreation facility. The City also has two other pocket parks that cater to visitors (Calanan Park and Robinson Plaza) and three mini, unimproved parks. While the increased density associated with the R3 zoning sites may generate additional impact on recreational services within the City, those impacts will be offset by the payment of Recreation Mitigation fees. Because those fees are established by City ordinance and will be included in conditions of approval, no mitigation is recommended.

Impact Conclusion: The adoption of the Housing Element and related programs would not result in significant impacts on park and recreation facilities and no mitigation measures are recommended.

15. TRANSPORTATION & TRAFFIC – Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact	Reference Source (Appendix A)
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?				X	S, T

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact	Reference Source (Appendix A)
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?				X	S
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				X	NA
d) Increased impacts to vehicle safety due to roadway design features (i.e. sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				X	C
e) Result in inadequate emergency access?				X	B, C
f) Result in inadequate parking capacity?				X	C
g) Conflicts with adopted policies supporting alternative transportation (i.e. bus turnouts, bicycle racks)?				X	C, U

Existing Setting:

The City's streets include principal and minor arterials, major and minor collectors, and other streets of future local significance (General Plan Land Use Map, 1986). In addition, the Golden Center Freeway (State Route 20/49) generally runs north/south through the City, and State Highway 49 generally runs east/west in the northwest area of the City. The State is responsible for these state routes.

The General Plan recognizes the unique nature of the City's street system. The City has many narrow, twisting, and dead-end streets. From an engineering design standpoint, many streets lack adequate site distance and width, sidewalks, curbs, and gutters. However, the General Plan recognizes such eccentricities as a part of the unique character of the City and encourages their preservation. It is these characteristics that make Nevada City a walkable pedestrian friendly city especially in the downtown and original townsite areas.

Such conditions allow the system to work reasonably well, with relatively few serious accidents and fatalities (an average of approximately two minor accidents per week). The goal of the General Plan is to continue to preserve the City's unique character while directing through-traffic directly to highways wherever possible. The General Plan does not include an adopted level-of-service standard; the City relies on County standards.

Candidate R3 Parcel setting

Map Location	Address	Transportation Issues	Comments
1	641 W. Broad Street	West Broad Street is an entry way into the city from Highway 49. West Broad street shares an intersection with Cement Hill Road. According to Jim Brake, District 3 Caltrans, the highway generally operates at a high level of service, but during the afternoon peak commute hours the Cement Hill Road and Broad Street side streets can operate at level of service D or E, meaning there may be short term, substantial delay for access onto Highway 49. Gold Country Stage, Route 1 serves	

Map Location	Address	Transportation Issues	Comments
		the West Broad Street area.	
2	601 Searls Avenue	<p>The General Plan designates Searls Avenue is a collector road. Its intersection with Ridge Road and its short distance with the Highway 49 south bound on and off-ramps, creates level of service problems during the peak hour commute periods, as well as during the p.m. peak school traffic period.</p> <p>The City has recently completed the Gold Flat Corridor Study (July 2008), based on traffic counts from May 2007 and February 2008. This study addresses the future of the Gold Flat Interchange (including Searls Avenue) and the Ridge/Zion intersection on the southern edge of the City.</p> <p>It proposes construction of roundabouts for the freeway interchange and minor improvements to the already upgraded Ridge/Zion intersection. These improvements should allow for acceptable levels of service beyond the term of the General Plan.</p> <p>It should be noted that the Gold Flat Corridor Study assumes an annual growth rate of 2 percent, an assumption which seems more than generous given current conditions. This would result in a near-50 percent increase in traffic volumes by 2030.</p> <p>The study recommends a large single lane roundabout with a 145-foot outside diameter to serve the westbound freeway ramps and the Searls Avenue/Lower Grass Valley Road intersection.</p> <p>Highway 20/49 Southbound Ramp and Ridge Road – The 1995 LOS was B and the projected LOS to the year 2020 is C. (The RTP notes, “Analyzed separately, the SB Ramp at Ridge Road operates at LOS B currently and will operate at LOS C in the future. The NB Ramp at Ridge Road when analyzed separately operates at LOS C currently and will operate at LOS E in the future. However, when these intersections are analyzed along with the other intersections in this segment they both drop to LOS D at both locations and go to LOS E in 2020.”) With improvements, this intersection could operate at LOS B. This project is included in the current RTP with funding coming from the State Transportation Commission and local monies (mitigation fees).</p>	<p>These three sites would result in incremental increases in traffic over which was projected as part of the Gold Flat Road Corridor Study. All three sites would accommodate multiple family dwellings under present zoning. The net overall increase would be 26 units at these three sites. The 1998 Institute of Traffic Engineers “Transportation and Land Development Report projects an annual Daily traffic of 5.93 trips per day from rural apartment units or about .53 trips during the p.m. peak hour. The associated traffic increase from these three sites would be 154 trips per day or 14 trips during the p.m peak hour. This level of traffic would not acerbate traffic conditions at the Searls Road intersection with Ridge Road.</p>
3	646 Searls Avenue		
4	726 Searls Avenue		
5	170 Ridge Road	<p>This 4.59 acres site is located at the intersections of Ridge Road and Zion Street/Nevada City Highway. The Gold Flat Corridor Study finds that the existing level of service with the existing offset-T configuration is A or B in all design periods. The study predicts 2030 LOS of B or C during AM, PM</p>	<p>This site is currently zoned SL, service lodging. Both the General Plan and</p>

Map Location	Address	Transportation Issues	Comments
		<p>and School Peak hours.</p> <p>Minor improvements to the existing intersection will meet traffic demands for the foreseeable future. As noted, the study assumes a 2% growth rate; this should accommodate future commercial development in the Thomson Grass Valley Group/Nevada City Tech Center campus area and residential development in the area including the former Erickson Lumber company property on Providence Mine Road.</p> <p>The 1995 LOS was B and the projected LOS to the year 2015 is C according to the RTP. As noted above, the Gold Flat Corridor Study addresses potential long-term measures for this intersection. The study concluded that a roundabout would be impracticable, but found that minor improvements to the existing re-configured (offset-T) intersection should allow operation at acceptable levels of service until at least 2030 under the study's 2% growth assumptions.</p>	
7	210 Providence Mine Road	Providence Mine Road is a dead end road that provides access to the Nevada City Technology Center and Thomson Grass Valley. Future residential development would add an important mixed use component to these two large employment centers as well as bring more people to use the various businesses in the Seven Hills District. Proximity to the two adjoining schools will also reduce automobile trips. New residential development at this location would also use the intersections of Ridge Road and Zion Street/Nevada City Highway. See discussion above.	
8	840 Nevada Street	This site is located on the upper end of Nevada Street at its junction with Highway 20. According to Caltrans, there are no level of service problems on the highway.	Highway speed and site distance going south toward Nevada City may be a problem for vehicles entering the highway from Nevada Street.

Impact Discussion:

15. a, b Although the proposed study of identified R2 and other parcels as candidates for rezoning to R3 may result in cumulative increases in traffic, these impact are mitigated through fees imposed by the Nevada County Transportation Commission and City of Nevada City. In addition, the City can use the ½ cent sales tax Measure S to funds for resurfacing.

The Policies proposed in the Housing Element, by encouraging mixed use, second units, and multi-family development may reduce traffic and commute times as housing is located in closer proximity to job centers, shopping, schools, etc. This update to the Housing element continues to incorporate City principles that combine

increased density, a range of housing opportunities and access to bike paths, walkways, and transit, that may in the long term reduce traffic congestion.

15. c The Housing Element along with its implementing programs will not impact existing airport operations.

15.d The Housing Element and various implementing programs will not affect vehicle safety due to roadway design features. Nevada City uses the County's road standards for new projects. Rarely does it require improvements to its existing internal major road system.

15.e The Nevada City Fire Department reviews each ministerial and discretionary project for its impact on emergency access and circulation. The new R3 zone will require all new multiple family projects reviewed and approved through the ministerial review process to comply with all applicable fire safe access standards required by the Uniform Fire Code and applicable Public Resources Codes standards.

15.f Parking requirements are established in the City's Zoning Ordinance. The new R3 zone also includes parking standards applicable to the higher density multiple family units.

15.g. The Housing Element and various implementing programs will not change or alter alternative transportation programs. The new R3 zone requires on-site bicycle parking.

Impact Conclusion: No significant impacts are anticipated on transportation systems as a result of the adoption of the Housing Element and implementing programs and no mitigation measures are recommended.

16. UTILITIES & SERVICE SYSTEMS – Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact	Reference Source (Appendix A)
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?				X	A, E
b) Require or result in the construction of new water or wastewater delivery, collection or treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				X	A, E
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				X	A
d). Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?				X	E, H
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the projects projected demand in addition to the providers existing commitments?				X	E
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			X		AA
g) Comply with federal, state, and local statutes and regulations related to solid waste?			X		AA

Existing Setting:

Public Water Service within the City of Nevada City and within its October, 2008 newly adopted Sphere of Influence is provided via three different sources. The City of Nevada City provides treated water service to the majority of the original City townsite. The Nevada Irrigation District (NID) generally provides treated water service to lands annexed in the last 30 years. NID will also be the designated service entity for newly annexed territory. Lands outside the urban service area and beyond NID service rely on individual private wells. It is expected that annexation into the City would result in treated public water service through NID. In general, absent major annexations and general plan amendments that will substantially increase development density and/or intensity, both entities have adequate water to accommodate projected growth through 2023.

Nevada City operates its own sewer treatment plant pursuant to California Regional Water Control Board treatment and discharge requirements. The City's treated effluent is discharged into Deer Creek. As the uppermost treatment plant in its watershed, the City is held to a standard applicable to pristine streams by State water quality authorities. In addition to the City's own monitoring of its intake and effluent, Friends of Deer Creek monitors water quality in Deer Creek.

The state permitted waste water treatment plant dry-weather flow capacity is .69 mgd (million gallons per day). Actual dry weather flow is .375 mgd or 54.3 percent of the flow allowed by the state permit as measured by average daily flows over the six-month period of May through October during the 2007 summer season. System demand is expected to increase from the current total of 1,400 connections to almost 1,800 in the 2023 horizon, a population increase of approximately 700. This correlates with an increase in treatment-plant capacity utilization from 55 percent to approximately 80 percent.

Candidate R3 Parcel setting

Map Location ¹	APN	Address	Water	Sewer
1	5-06-08	641 W. Broad Street	City	City
2	5-28-08	601 Searls Avenue	NID	City
3	5-270-38	646 Searls Avenue	NID	City
4	5-290-22	726 Searls Avenue	NID	City
5	5-290-26	170 Ridge Road	NID	City
7	NA	210 Providence Mine Road	NID	City
8	36-020-24	640 Nevada Street	NID	City

¹ Site 6 was removed from consideration by the property owner

Impact Discussion:

16.a, e. The most recent sewer plant upgrade was completed in 2007. The sewer service area includes the entire City limits along major roads and in drainages. Due to major collection system upgrades, provision of service to most areas within the 2008 City sphere of influence will simply entail main line extensions from current terminal points. Due to major collection system upgrades, provision of service to most areas within the 2008 City sphere of influence will simply entail main line extensions from current terminal points. According to the Master Service Review, the City sewer treatment plant has adequate permitted capacity to serve its needs through at least 2023, where plant capacity will reach approximately 80 percent.

16.b, d Similarly, the City's water system includes water service provided by NID and the City includes water service provided by NID and the City of Nevada City. Collectively these two water systems have adequate capacity to serve all lands within the 2008 sphere of influence to at least until 2023. The City budgets incremental upgrades to its sewer collection system every year to minimize surface water inflow into the system. Only minor upgrades are required to the City's water and sewer collection system.

16.c The City uses surface drainage facilities. All projects are required to install required detention and treatment facilities to reduce peak hour flows into the drainage system. The Housing Element will not result in an increase of surface water flows beyond levels projected in the current land use plan.

16.f, g. The adoption of the Housing Element or related implementing programs is not anticipated to result in substantial solid waste production. Solid waste is collected by Integrated Waste Management, disposed of at the Nevada County McCourtney Road Transfer Station and then hauled to a permitted sanitary landfill, the Ostrom Road Landfill in Wheatland, California. The Ostrom Road Landfill has a reported capacity of 75 years, which would accommodate increased solid waste generated by new growth of all types within the City.

16.h. Telephone and other communication systems are already in place in Nevada City. Any incremental expansion can be accommodated from the existing system.

Impact Conclusion: The adoption of the Housing Element and related programs would not result in significant impacts on utilities or the expansion thereof and no mitigation measures are recommended

MANDATORY FINDINGS OF SIGNIFICANCE:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Does the project have the potential to degrade the quality of the environment, substantially impact biological resources, or eliminate important examples of the major periods of California history or prehistory?			X	
2. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)			X	
3. Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?			X	

OTHER RESPONSIBLE AND TRUSTEE AGENCIES whose approval is required:

<input type="checkbox"/> California Department of Fish and Game	<input type="checkbox"/> National Marine Fisheries Service
<input type="checkbox"/> California Department of Forestry	<input type="checkbox"/> County of Nevada
<input type="checkbox"/> California Department of Health Services	<input type="checkbox"/> County of Placer
<input type="checkbox"/> California Department of Toxic Substances	<input type="checkbox"/> U.S. Army Corp of Engineers
<input type="checkbox"/> California Department of Transportation	<input type="checkbox"/> U.S. Fish and Wildlife Service
<input type="checkbox"/> California Integrated Waste Management	<input type="checkbox"/> California Air Resources Board
<input type="checkbox"/> California Regional Water Quality Control Board	<input checked="" type="checkbox"/> California Department of Housing and Community Development

SUPPORTING INFORMATION SOURCES: The following public documents were utilized and pertinent studies were referenced to evaluate the effects or impacts associated with the project.

APPENDIX A
REFERENCE SOURCES

- A. Nevada City Planning, Engineering, Public Works and Recreation Departments
- B. Nevada City Fire Department
- C. Nevada City Municipal Code
- D. Nevada City General Plan, March 1986
- E. Nevada City Sphere of Influence Report, 2008
- F. Nevada County Environmental Health Department
- G. Building Inspection Department
- H. Nevada Irrigation District Sphere of Influence Plan 2006 Update, Thomas A. Parilo & Associates, 2007
- I. Natural Resource Conservation District
- J. Northern Sierra Air Quality Management District
- K. Background Data and Analysis, Volume 2, Nevada County General Plan, December 1995
- L. Soil Survey of Nevada County, U.S. Department of Agriculture, Soil Conservation Service 1975
- M. Important Farmland Map, State Department of Conservation
- N. California Department of Fish & Game-- *Natural Diversity Data Base Maps*, website
- O. Deer Creek Park 2 Final EIR, July 2005
- P. California Department of Conservation website
- Q. State Department of Forestry and Fire Protection, *Fire Hazard Severity Zone Map for Nevada County*, 2007
- R. Flood Insurance Rate Maps, Federal Emergency Management Agency, 4-6-09
- S. Gold Flat Road Corridor Study, LSC Transportation Consultants, Inc. July 2008
- T. CalTrans
- U. Nevada County Regional Transportation Plan, Nevada County Transportation Commission
- V. Transportation and Land Development Report, Institute of Traffic Engineers, 1998
- W. Species Notes for Coast Horned Lizard, Bulletin R029, California Department of Fish and Game, California Interagency Wildlife Task Force, October 2007
- X. Rana Boylii- Foothill Yellow-Legged Frog, www.californiaherps.com/frogs/pages/r.boylii.html
- Y. State Division of Mines and Geology, *Mineral Classification Map*, 1990
- Z. Regional Housing Needs Plan, Sierra Planning Organization, June 2008
- AA. Nevada County Department of Sanitation